



# DRPT Update

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# Overview

- DRPT's Role in Transportation
- Connecting the Commonwealth
  - Growing transit ridership
  - Removing trucks from highways
- Efficient Allocation of State Funds
- Looking to the Future
  - Bus Electrification and Microtransit
  - Virginia Statewide Rail Plan
  - VRE & WMATA Funding and Oversight



# DRPT's Role in Transportation

- 1992 General Assembly created DRPT to:
  - Allocate state and federal funding
  - Conduct statewide rail and transit studies
  - Plan and program new services and capital improvement projects
  - Provide leadership, technical assistance, and funding oversight
- Mission: DRPT connects and improves the quality of life for all Virginians through innovative transportation solutions
- Vision: A connected Commonwealth with an integrated multimodal network that serves every person, every business, and every need



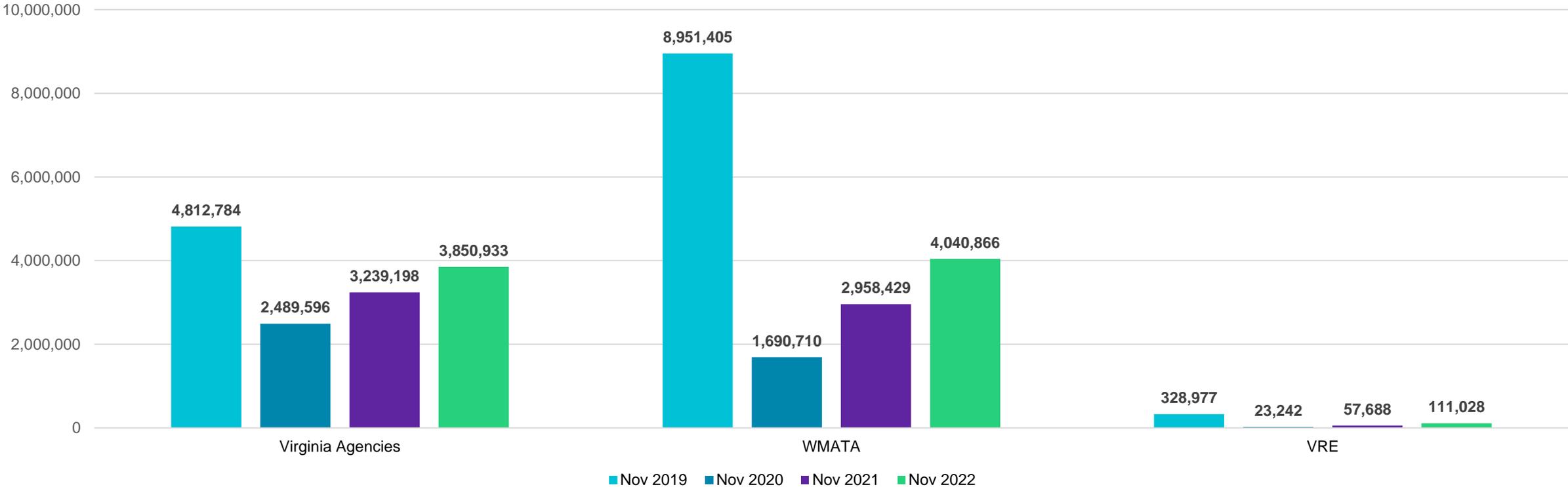
*30 years of connecting  
the Commonwealth*



# Rail & Public Transportation in Virginia

- 40 Transit Systems
  - Bus, commuter rail, heavy rail, light rail, and ferryboat
- 82 Human Service Operators
  - Enhanced mobility for seniors and individuals with disabilities
- 17 Transportation Demand Management Agencies
  - Ridesharing arrangements such as carpools, vanpools, and bus pools
- 15 Metropolitan Planning Organizations
  - Collaboration with DRPT to allocate resources for public transportation and rail projects throughout the Commonwealth
- 9 Shortline Railroads
  - Companies operating at the regional and local level that connect individual customers to the larger freight rail network
- 2 Class I Freight Railroads (CSX, Norfolk Southern)
- 1 Intercity Passenger Rail Operator (Amtrak)
- 1 DRPT-Supported Intercity Bus Operator (Virginia Breeze)
  - Four daily routes originating in Southwest and Southside Virginia connecting to the larger national network

# November Statewide Ridership Comparison: Year-to-Year

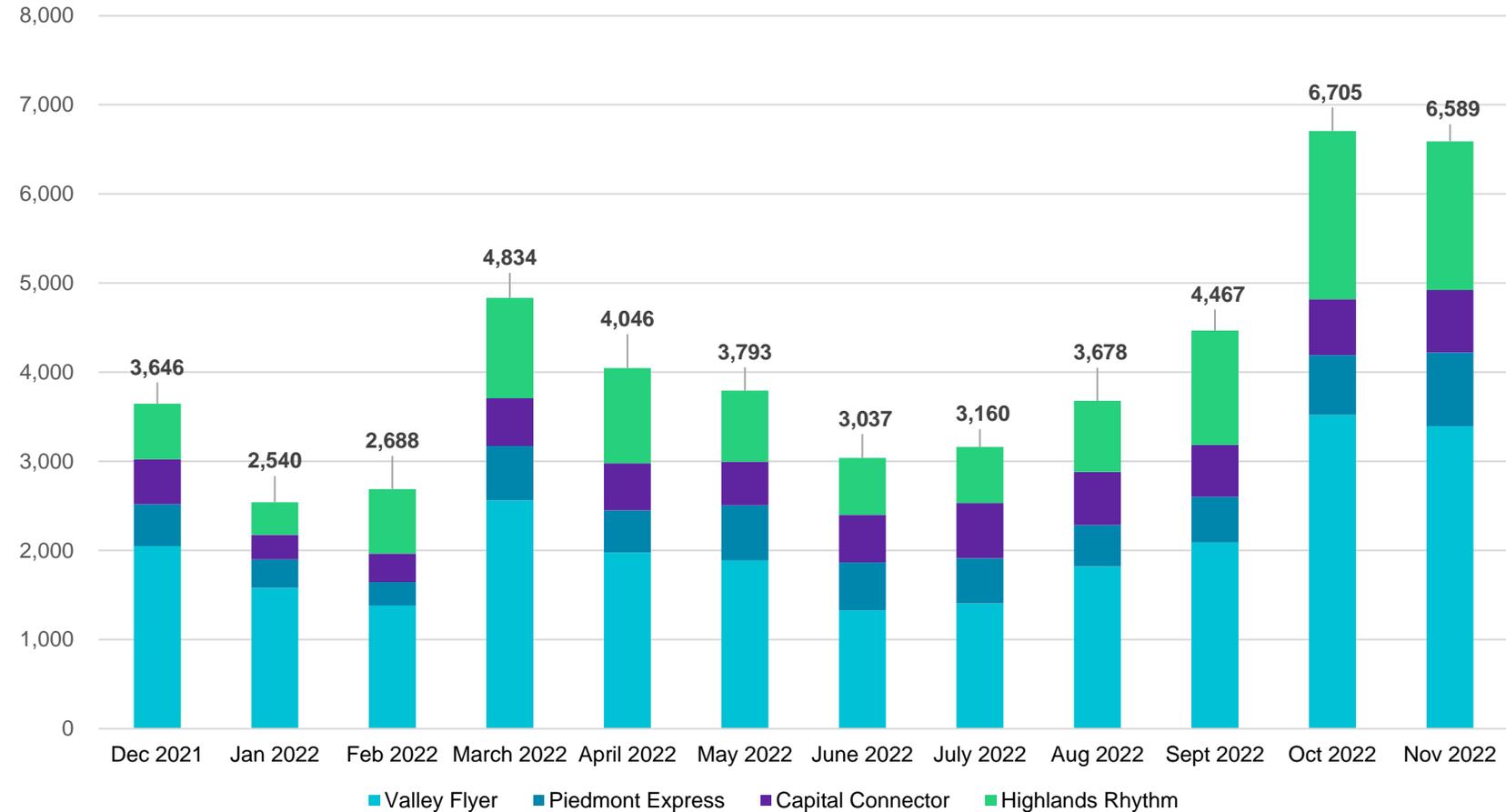


Mode	Nov 2019	Nov 2020	Nov 2021	Nov 2022	Nov 2022 vs 2019	Nov 2022 vs 2020	Nov 2022 vs 2021
Virginia Agencies	4,812,784	2,489,596	3,239,198	3,850,933	-20%	55%	20%
WMATA	8,951,405	1,690,710	2,958,429	4,040,866	-55%	139%	37%
VRE	328,977	23,242	57,688	111,028	-66%	378%	92%
<b>All Agencies + WMATA</b>	<b>14,093,166</b>	<b>4,203,548</b>	<b>6,255,315</b>	<b>8,002,827</b>	<b>-43%</b>	<b>90%</b>	<b>28%</b>

# Virginia Breeze Ridership by Route

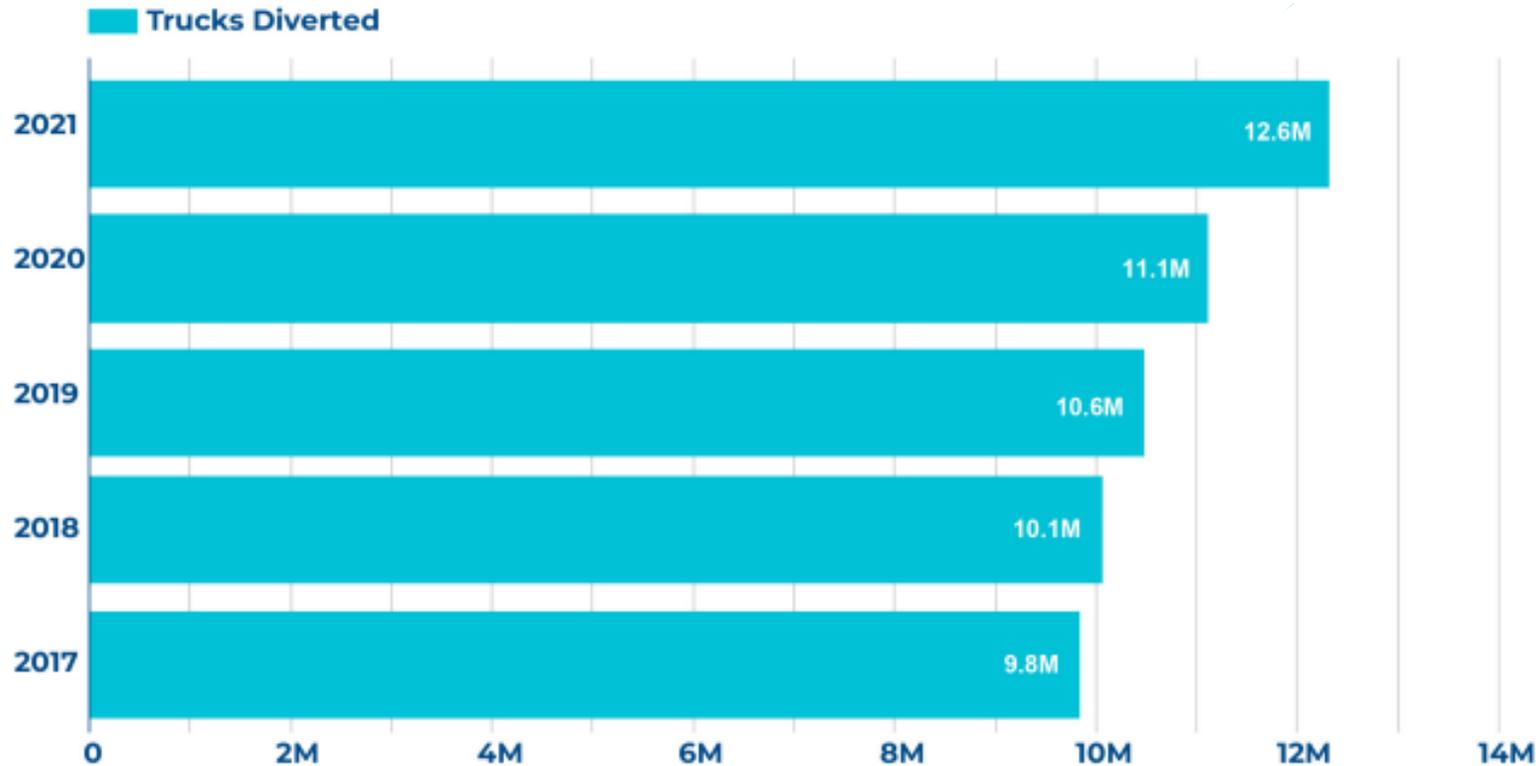
- In November 2022, ridership was 43% higher than November 2021 and 230% higher than original estimates
- On time performance was 74%

Virginia Breeze Ridership by Route – December 2021 to November 2022



# Trucks Diverted from VA Highways

## DRPT Rail Programs



- Between 2017-2021, DRPT freight rail programs diverted more than 54 million trucks from Virginia highways
- On average, one train carload removes the equivalent of 3.4 truckloads from the highway



# FY2023-2028 Six Year Improvement Program



Transit: \$4.7B



Rail: \$1.5B



**Total: \$6.2B**

*The Six-Year Improvement Program is the Commonwealth Transportation Board's annual funding allocation program for DRPT and VDOT projects. It funds public transportation facilities, commuter and public transportation programs, rail initiatives, and all highway projects throughout Virginia over six fiscal years.*

# Transit Funding Programs (FY23)

(MERIT: Making Efficient + Responsible Investments in Transit)

- **Operating (\$164M):** state funds distributed using performance metrics to support transit operations
- **Capital (\$79M):** state and federal funds allocated via a prioritization process to support transit capital purchases
  - “Fix-It-First” Approach: 80% focused on state of good repair (replacement of assets that VA has already invested in)
- **Special (\$13M):** state funding to support transportation demand management and pilot projects and provide technical assistance
  - **Transportation Demand Management:** state funding focused on reducing congestion via programs such as rideshare, vanpools, and carpools
- **Federal (\$92.5M):** Coordination with FTA on formula and discretionary programs authorized by IIJA
  - 5307 (Urban), 5310 (Human Service), 5311 (Rural), 5303/5304 (Planning)
  - Discretionary funding programs

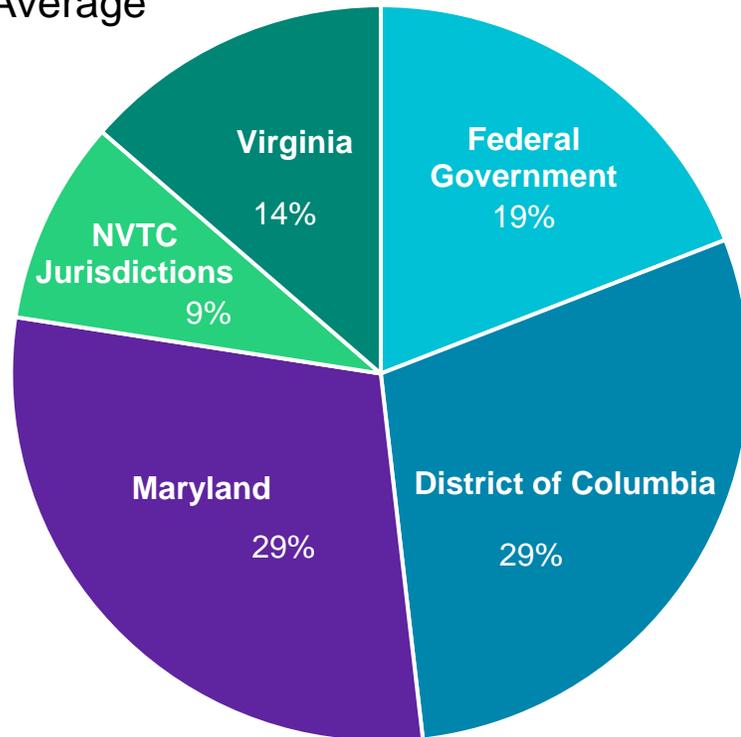
CONNECTED BY DRPT

# MERIT

Making Efficient and Responsible Investments in Transit

# WMATA Funding and Oversight

## WMATA Annual Operating and Capital Subsidies by Jurisdiction FY18-23 Average



Avg. Total Subsidy: \$2.5B

- CTB may withhold 20-35% of WMATA's Commonwealth Mass Transit Fund allocations for failure to:
  - Limit alternates' participation at Board Meetings
  - Cap Virginia's operating assistance subsidy at 3% growth
  - Adopt/Update its Strategic Plan every three years and hold a public hearing in NOVA
  - Adopt by July 1 a Capital Improvement Plan that cover a six-year period and hold a public hearing in NOVA

# DRPT Rail Programs (FY23-28 Six Year Program)

- **Freight Program** brings lasting benefits to the economy and transportation network
  - \$62M to nine infrastructure development projects, including to increase capacity to Port of Virginia
  - \$65M in matching non-state funds
- **Rail Industrial Access Program** promotes truck diversion through grant assistance that connects new or expanding businesses to the freight railroad network
  - \$3.5M for eight projects with \$867M in private investment
- **Rail Preservation Program** benefits nine shortlines that provide last mile service to customers with a \$7.5M investment

# Transit Infrastructure

- New Bus Electrification Conversion Initiative
  - Low and no emissions bus transition guide for agencies to help with financial planning, readiness checklists, transition plan templates, and workforce development best practices
- Infrastructure Improvements
  - More and better bus shelters to improve accessibility



# Virginia Rural Microtransit Deployment

- Funded in part through FTA Integrated Mobility Innovation Grant and the Commonwealth's Innovation Technology Transportation Fund
- Multi-year project that includes planning, service design, 18-months of demo service, and a final report
- Pilot projects in Wise County and Gloucester County
- Expanded to new areas, including urban localities, such as Newport News, Virginia Beach, Albemarle County, and Charlottesville



# Statewide Rail Plan

- Transforming Freight in Virginia
  - Strategic planning
  - Economic development
  - Freight fluidity at the Port

- Transforming Rail in Virginia
  - Delivery of identified program of projects
  - Development Pipeline:
    - S-Line to Raleigh
    - Bristol
    - Bedford
    - Commonwealth Corridor



# Changes to the Commonwealth Mass Transit Fund

- Makes changes to § 33.2-1526.1 regarding the Commonwealth Mass Transit Fund by creating a separate category of funds for the Virginia Railway Express (VRE)—the Commonwealth’s only commuter rail operator
- Provides additional Commonwealth Transportation Board oversight requirements for VRE and Washington Metropolitan Area Transit Authority (WMATA)
- Patrons: Delegate Terry Austin (HB1496) and Senator John Cosgrove (SB1097)

# VRE Funding/Oversight

- VRE will not receive funding for capital and operating assistance in the same manner as other transit agencies that predominately provide bus service
- Separate category of **up to 3.5%** within the Fund dedicated to VRE
  - CTB will determine exact amount by using performance-based metrics specific to commuter rail
  - Funds not used will be redistributed to the statewide capital program for use by other transit systems
- VRE will submit its annual budget and capital expenditures to CTB by February 1
- Changes will go into effect with the FY2025 Six-Year Improvement Program



# WMATA Funding/Oversight

- The Commonwealth will provide no more than 50% of the total Virginia operating and capital assistance in the approved WMATA budget
- CTB can withhold 20% of state funding for each of the following requirements if WMATA does not comply:
  - WMATA fails to provide an annual operating budget and any proposed capital expenditures and projects by April 1
  - The Commonwealth's and NVTC's representatives to the WMATA Board of Directors and the General Manager fail to annually address the CTB regarding the WMATA budget, system performance, and utilization of the Commonwealth's investment in the WMATA system
  - WMATA fails to adopt or update a capital improvement program and a strategic plan, and fails to hold public hearings for both



# Questions?

